

Mammot R-34 Lands Safely at Mineola; Return Scheduled Before Daylight Tuesday

Riots Spread In Cities of Upper Italy

Cuts in Food Prices as High as 70 Per Cent as Shopkeepers Seek to Prevent Disorders

4 Die, Many Hurt In Three Outbreaks

Authorities Take Over Stores and Sell Goods; Mob Chiefs Recognized

ROME, July 6 (By The Associated Press).—Coincident with the spread of disorders to the principal cities of Northern Italy, shopkeepers by concerted action have reduced food prices in some cases as much as 70 per cent in the hope of checking the prevailing unrest.

In the central part of the country the disorders have extended beyond the Romagna district to Emilia and other provinces. There is still unrest in Sicily.

Trouble has been reported at Genoa, Milan, Pisa, Leghorn, Pistoia, Arezzo and Palermo.

Three persons are said to have been killed and many injured yesterday at Ancona and Bologna.

In a renewal of the rioting at Florence late yesterday one person was killed and seven injured. There was much firing by the carabinieri detailed to keep order in the city. The ransacking of shops was resumed and a general strike order was issued.

Shopkeepers Cut Prices
The shopkeepers of Rome, learning that the riots were spreading throughout the country, decided to reduce their prices without being forced to do so by mob violence. They passed a resolution announcing the reductions as "a high and unavoidable patriotic duty, with a view to preventing any conflicts between consumers and shopkeepers or producers, which would be to the advantage of the latter."

No reductions on luxuries were announced.

In all the towns where disorders occurred the people were given a 50 per cent reduction in the price of food and other necessities. In Florence the reductions were as high as 70 per cent on some articles.

In nearly all the places affected the mobs have become organizations recognized in a measure by the authorities, with whom they have often waged in accordance with the common struggle against the speculators, who are called by the crowds "starvers of the people."

"Chambers" Gain Control
Representatives of these organizations, termed "Chambers of Labor," may be seen hurrying along the straight, flat, dusty Emilia road which runs from Ancona to Bologna through the affected Romagna district. These representatives are distinguishable by the red or black ties and red or black armbands, according to whether they are Republicans or Socialists. They rush from town to town and from village to village bearing orders and giving instructions for carrying out the measures.

Many of those who attempted to resist their orders have been badly treated. Through these energetic measures the "Chambers of Labor" have succeeded in gaining control of much of the region.

At Florence goods of all kinds were distributed yesterday to the people under the supervision of the Mayor and the military command. The distribution was conducted at each store separately. Large crowds congregated so as to be sure to receive the benefits of the new prices decreed at 10 o'clock in the morning by the Mayor. Prices of all commodities were reduced from 50 to 70 per cent.

Stores Sold Out
The plan followed was for the Mayor's commission to open a store, sell everything in it at the new prices, then close it and open another store. The crowds, following from store to store, caused great confusion by the eager people.

The new scale of prices put wine, which is considered a necessary of life in Italy, at 15 cents a quart and bread at 6 cents a pound. Butter, sugar, meat and oil prices were reduced one-half by the Mayor's decree. Other commodities, considered as necessities, were ordered sold at a 70 per cent reduction, beginning this afternoon.

The most active buying was in the historic Medici Chapel quarter, where the new market house is situated. Dispatches in the last few days have reported disorders in Ravenna, Forlì, Ancona and Viterbo, in addition to the places mentioned in the foregoing dispatch from Rome.

Pope Tells Monsignor Bonzano Of His Great Interest In U. S.

ROME, July 6 (By The Associated Press).—Pope Benedict discussed at length yesterday a private audience given Monsignor Bonzano, apostolic delegate in the United States. The Pope, it was said, showed great interest in problems now affecting the United States.

Allies Can Have Only My Dead Body, Says Prince

AMSTERDAM, July 6.—"The Allies can only have my dead body; I will myself decide on my life or death," the former German Crown Prince is quoted as having said Friday in discussing a possible demand for his extradition.

This statement, reported by the British Wireless Service correspondent, was said by him to have been made to a Dutch official who talks daily with the former Crown Prince. According to this official, Frederick Hohenzollern is in excellent health.

Plan Reception For President, Due To-morrow

Governor and Mayor to Go Down the Bay to Meet Transport, Which Will Dock at 4 o'clock

The transport George Washington, with President and Mrs. Wilson aboard, is expected to dock at Hoboken at 4 o'clock to-morrow afternoon. Three-quarters of an hour later, if the schedule of the Mayor's Committee of Welcome is followed, Mr. Wilson will be seated on the platform of Carnegie Hall in the midst of a reception and entertainment arranged in his honor.

Arrangements for the reception and entertainment are to be completed this afternoon at a meeting in the Hall of Records of the executive committee of the Mayor's Committee of Welcome. Rodman Wanamaker is chairman and Grover Whalen, Commissioner of Plant and Structures, is secretary. Joseph P. Tumulty, secretary to the President, has been invited to attend the meeting. Commissioner Whalen said last night that he platform at Carnegie Hall is to be occupied by the President, the members of his Cabinet, others of his official family and the three hundred members of the Mayor's committee.

Governor to Meet Steamship
The George Washington will be met down the bay by the police boat Patrol, carrying on board Governor Alfred Smith, Mayor Hylan, Rodman Wanamaker and other members of the Mayor's committee; the steamboat Correction, with other members of the Mayor's committee and invited guests; the ferryboat Mayor Gaynor, with relatives and friends of troops returning on the George Washington, and a numerous fleet of smaller craft, all dressed with flags and bunting and with bands playing.

From the foot of West Twenty-third Street, where the Presidential party will be landed, if present plans are followed, to Carnegie Hall, the procession will be headed by a squad of motorcycle policemen. Next will come three platoons of mounted policemen, then an army band from Governor's Island and an automobile containing eight New York police detectives.

Next will come the car of President and Mrs. Wilson, containing also, according to Mrs. MacAdoo, daughter of the President, and Miss Behan, secretary to Mrs. Wilson.

In the third car will be Miss Margaret Wilson, William Gibbs McAdoo, former Secretary of the Treasury, and Mrs. McAdoo, daughter of the President, and Miss Behan, secretary to Mrs. Wilson.

In the fourth car will be Secretary of War Baker, Secretary of the Treasury Glass and Judge Martin T. Manton, chairman of the Mayor's general citizens' committee.

In the fifth car will be Postmaster General Burleson, Secretary Daniels of the Navy Department, Secretary Lane of the Department of the Interior and Secretary Houston of the Department of Agriculture.

In the sixth car will be Secretary Redfield of the Department of Commerce and Secretary Wilson of the Department of Labor, and in the seventh car will be the Mayor and other members of the President's staff.

Paris—Bernard Baruch, Vance McCormick and Thomas Lamont. In car 8 will be Admiral James H. Glenon, Major General Thomas Barry, Judge Elbert H. Gary and Harry F. Sinclair. Members of the general citizens' committee will follow in automobiles, travelling three abreast.

From the foot of West Twenty-third Street the procession will go east to Fifth Avenue, thence north to Fifty-fifth Street, west in Fifty-fifth Street and then south on Seventh Avenue to Fifty-sixth Street, where the President will enter Carnegie Hall through the stage entrance.

Wilson Considers Lifting Blockade

ABOARD U. S. S. GEORGE WASHINGTON, July 6 (By The Associated Press).—President Wilson had an extended conference yesterday with Bernard Baruch, Vance McCormick, Norman H. Davis and Thomas W. Lamont, members of the supreme economic council. The conference, it is understood, related to some features of the President's message to Congress dealing with economic lines of the blockade when Germany ratifies the treaty, and other questions. The President's message is nearly finished. Several parts of it, now in complete, will be concluded early this week, so as to permit delivery of the message probably on Thursday.

Sea Hidden From Craft Most of Trip

Atlantic Visible Only in Patches Until Airship Nearing Newfoundland, Log of Voyage Shows

American Ragtime Played at Meals

Record of Flight Is Made Public by Brigadier General E. M. Maitland

MINEOLA, N. Y., July 6.—Brigadier General Edward M. Maitland, C. M. G., D. S. O., official observer for the British Air Ministry, on board the R-34, made public here today the official log of the world's greatest airship on its voyage from East Fortune, Scotland, to Mineola.

The story told in the log as recorded by General Maitland follows:

"Distances covered were as follows:

East Fortune to Trinity Bay, Newfoundland, 2,050 sea miles; Trinity Bay, Newfoundland, to New York, 1,080 sea miles.

"It was originally intended that this flight should have taken place at the beginning of June, but owing to the uncertainty of the Germans signing the peace terms the British Admiralty decided to detain her for an extended cruise up the Baltic and along the German coast line. This flight occupied fifty-six hours under adverse weather conditions, during which time an air distance of roughly 2,400 miles was covered.

Airship Overhauled

"At the conclusion of this flight the ship was taken over from the Admiralty by the Air Ministry and the airship was quickly overhauled for its journey to the United States of America.

"The date and time of sailing decided upon was 2 o'clock on the morning of Wednesday, July 2, and the press representatives were notified by the Air Ministry to be at East Fortune the day previously.

"At 12 o'clock on the early morning of Wednesday, July 2, the airship was taken from her shed and actually took the air twelve minutes later, thus starting on her long voyage exactly eighteen minutes in advance of scheduled time."

The story of the flight as entered in the log follows:

"At 2 o'clock on Wednesday, July 2, the R-34 slowly arose from the hands of the landing party and was completely swallowed up in the low-lying clouds at a height of 100 feet. When flying at night, possibly on account of the darkness, there is always a feeling of loneliness immediately after leaving the ground. The loneliness on this occasion was accentuated by the faint cheers of the landing party coming upward through the mist long after all signs of the earth had disappeared.

Wind Gagged Correctly

"The airship rose rapidly 1,500 feet, at which height she emerged from the low-lying clouds and headed straight up the Firth of Forth toward Edinburgh.

"A few minutes after 2 o'clock the light of day showed up, though a break in the clouds, thus proving brilliantly that the correct allowance had been made for the force and direction of the wind, which was twenty miles an hour from the east.

"It should be borne in mind that when an airship sets out on a long distance voyage, carrying her maximum allowance of petrol, she can only rise to a limited height at the outset without throwing some of it overboard as ballast, and that as the airship proceeds on her voyage she can, if so desired, gradually increase her height as the petrol is consumed by the engine.

"An airship of this type, when most of her petrol is consumed, can rise to a height of about 14,000 feet.

Major Scott Anxious

"For this reason the next few hours were some of the most anxious periods during the flight for Major Scott, the captain of the ship, who, owing to the large amount of petrol carried (4,900 gallons, weighing 15.8 tons) had to keep the ship as low as possible and at the same time pass over northern Scotland, where the hills rise to a height of over 3,000 feet.

"Owing to the stormy nature of the morning the air at 1,500 feet—the height at which the airship was travelling—was most disturbed and 'bumpy' due to the wind being broken up by the mountains to the north, causing violent wind currents and 'air pockets.'

"The most disturbed conditions were met in the mouth of the Clyde, south of Loch Lomond, which, surrounded by high mountains, looked particularly beautiful in the gray dawn light.

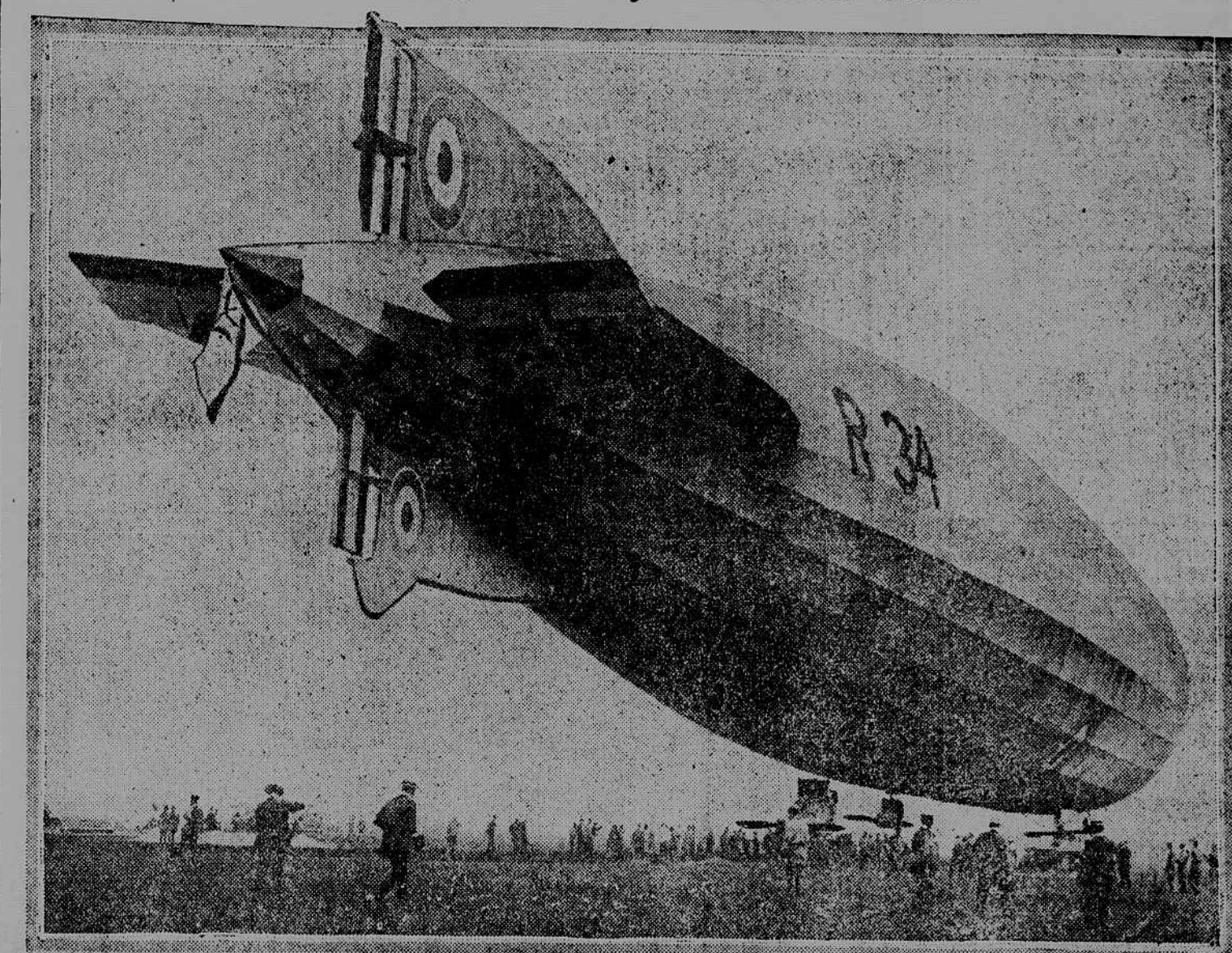
"The islands at the mouth of the Firth of Clyde were quickly passed. The north coast of Ireland appeared for a time and shortly afterward faded away as we headed out into the Atlantic.

Record of Incidents

"The various incidents of the voyage are set down quite simply as they occurred and more or less in the form of a diary. No attempt has been made to write them as a connected story. It

Continued on page three

R-34 Nosing Her Way to Mineola Haven



Lad Arrives On Dirigible As Stowaway

Rigger, Denied the Journey, Crawls Into Ballast; Now Is Happy, Though He Faces a Court Martial

William Ballantyne, a twenty-two-year-old North Country English lad, has the peculiar satisfaction of being the first aerial stowaway to cross the Atlantic Ocean.

Although the terrors of a military court martial face him, he does not worry, because he has achieved his purpose.

Ballantyne was an original member of the R-34 crew, as a rigger. Just before the huge airship started on its momentous flight he was informed by his commander, Major Scott, that he was to be left behind, on account of the extra passengers being carried across.

Ballantyne, disappointed, silently accepted his commander's order, but during the night, with the connivance of some of his mates, he managed to get aboard the R-34. He climbed up inside the envelope of the ship, and then secreted himself in the sand ballast in the rear.

There he stayed for six hours, until the R-34 was well on her way over the shores of Ireland. Then the pangs of hunger compelled him to come forward and report his presence on board to Major Scott. It was too late to go back and the major set the stowaway at work to "earn" his passage.

"He will not go back with us," said Major Scott yesterday. "He will be court martialled, but he won't be hanged. It will be very light."

Ballantyne was plainly proud of his experience. "I certainly did more work than any other two men," he said, "but that was nothing. I made the trip and here I am. I don't know what they intend to do with me. That's up to the commander, and he hasn't said as yet. I am not worrying about the punishment they are planning for me now. The big thing for me is that I made the trip and am here now."

Here's a Little Primer For Aviation Dopesters

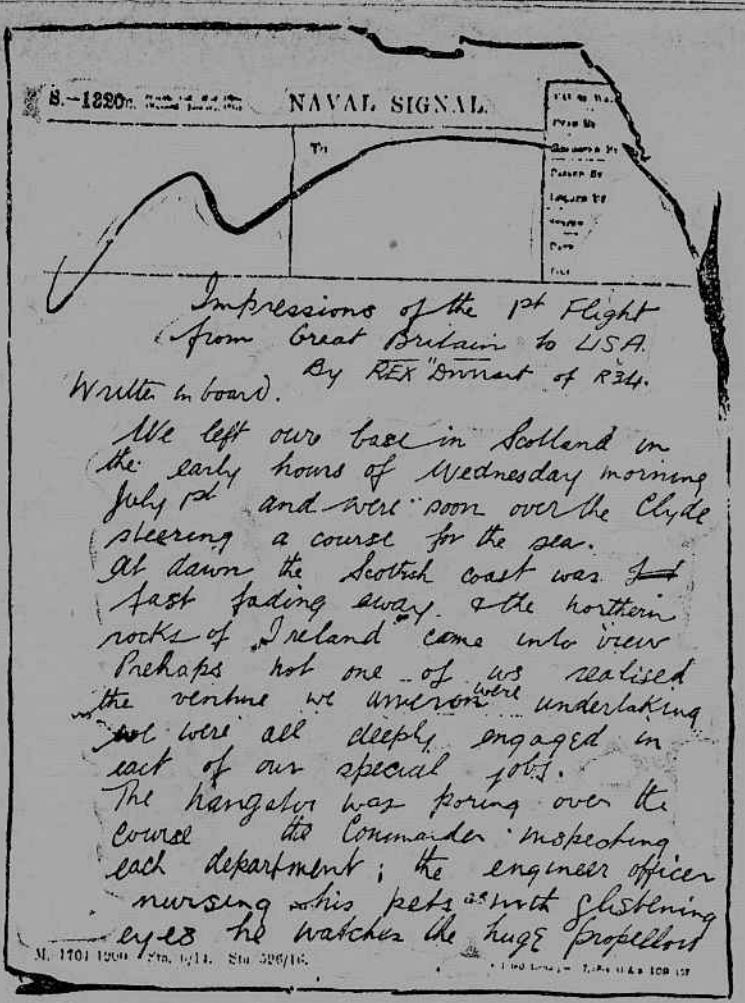
The meaning of the word "blimp," which has puzzled the brains of two continents for the last three months, was explained yesterday by Major G. H. Scott, commander of the R-34.

"Is the R-34 a blimp?" he was asked.

"Well," responded the intrepid commander with a smile, after a moment's reflection, "she is an overgrown blimp."

"What is a blimp, then, Major?" was the next question.

Without a moment's hesitation he replied: "A blimp is a flatted rigid."



Facsimile of first page of letter written by "Rex" Durrant, radio officer of the R-34, describing the flight.

R-34's Take-Off Described By Radio Officer Aboard

The following descriptive message regarding the take-off of the big dirigible from East Fortune, Scotland, was written during the voyage by "Rex" Durrant, the wireless officer of the R-34. It was intended to be dropped to the first ship sighted, but as there was no opportunity to send it that way it was given to a reporter for The Tribune at the end of the trip.

Impressions of the First Flight from Great Britain to the U. S. A. By "Rex" Durrant, of the R-34. Written on Board.

We left our base in Scotland in the early hours of Wednesday morning, July 1, and were soon over the Clyde, steering a course for the sea. At dawn the Scottish coast was fast fading away and the northern rocks of Ireland came into view. Perhaps not one of us realized the venture we were undertaking. We were all deeply engaged in each of our special jobs—the navigator poring over the course, the commander inspecting each department, the engineer officer nursing his pets, and with glistering eyes he watched the huge propeller cleave the aerial cruiser through space; the wireless officer, in his silent cabinet, busy with the outside, with weather data, wishes for success from the silent navy—and the base and ships

at sea flashing messages to the R-34. We breakfasted at 8 a. m., and a cheery little crowd it was, too, in the crew space amidships. York ham and new bread are good enough fare for any one—let alone we hungry aviators—washed down with hot tea boiled off the huge exhaust. One only needs my Lady Nicotine to complete the scene, but all smoking is strictly barred.

The weather was extremely varied. First of all, we ran into thick fog, but rose above it and ran along at fifty knots in brilliant sunshine. Two or three hours later we would find a dirty rain, but the good ship never hesitated, and with the sleet and rain running off her gleaming body she slid along like an aerial greynoid. What would Jules Verne have said if he had been with us?

You smile— Yes, thanks, I am jolly hungry, but must have that hot bath I've been dreaming about. Au revoir. R. F. D.

Some Ticklish Moments, Says Flight Pilot

Commander and Others of Crew Give Impressions of Voyage in Dirigible; Ideal Trip, All Agree

There were four ticklish moments in our flight that came near ruining our chances of success.

"Good fortune stepped in to our assistance at the most desperate moment and gave us success just as we were about to give up hope of reaching Mineola. We were 180 miles from our destination with only four hours of fuel in our tanks when the wind suddenly veered and helped us to arrive safely."

Such was the brief summary of the most remarkable flight yet made across the Atlantic. It was hurriedly given by Major G. H. Scott, commander of the R-34, after he had stepped out of the forward car of the giant ship. He wore the regulation uniform of the British Royal Air Force, but showed the tension he had been under in the lines which stood out clearly on his unshaven face.

He rushed across to headquarters at Roosevelt Field where he got a shower and then shaved. Later he picked up the thread of his story of the flight.

Covered 3,200 Miles
"The R-34 covered 3,200 miles, not counting the distance she drifted off her course at various times under the powerful winds we encountered. We first started off from East Fortune we encountered favorable winds, but these quickly changed against us, and we had to fight our way across for the remainder of the voyage."

"It was our intention to see the Atlantic Ocean, but we did not get a glimpse of it until we had crossed it. We forged our way steadily against strong head winds above heavy clouds until we reached Newfoundland, when we encountered a heavy depression, with winds blowing fifty miles an hour against us."

"It took us just fifty-nine hours to cross from one continent to the other. During that time we flew at altitudes ranging from 400 to 7,000 feet. "We found that when the winds were strong against us we made better time by flying low, while if the wind was with us we found it better to fly high. "Almost half of our flying time was taken in coming from Newfoundland to this place. This was due to the atmospheric tempests we encountered. While off the Bay of Fundy we ran into a terrific thunderstorm."

Rode Storm Well
"The ship rocked violently, but rode the storm well. The air was bumpy. At one moment the ship was shot bodily upward 800 feet by a terrific bump. It had been the other way it would have been all over with us."

"As we came down the coast we ran into another thunderstorm. The winds continued strong against us, and we began to get toward the end of our fuel. Had the winds not changed there would have been no hope of reaching Mineola."

"After taking the situation carefully into consideration I decided to call for assistance. I also decided to make a

Continued on page four

Lucky Shift In Gale Aids Ship to Goal

Trip of 3,200 Miles Made in 108 Hours 12 Minutes, at Average Speed of 29½ Nautical Miles

Sudden Arrival a Surprise to Hosts

British Officer Drops in Parachute to Superintend a Perfect Landing

The British super-dirigible R-34 completed the first non-stop, westward flight across the Atlantic Ocean when she landed at Mineola at 10 o'clock yesterday morning, 108 hours and 12 minutes after she left East Fortune, Scotland.

Her arrival marked the first flight across the Atlantic by a lighter-than-air machine. In this remarkable flight the world's largest airship covered 3,200 nautical miles at an average speed of 29½ knots an hour. Almost every inch of her voyage the giant ship fought steadily against terrific head winds.

Her appearance yesterday morning through the early mists that hung over Roosevelt Field, Mineola, was as unexpected as it was dramatic. She came out of the east-northeast, while army and navy officials were still frantically endeavoring to rush assistance to her from the sea. She landed with but sufficient fuel to last her another half-hour.

Twist in Wind Aids Airship to Make Goal

The dramatic climax in the long fight came just at the moment when the elements had all but succeeded in bringing disaster to the giant airship. At 2 o'clock yesterday morning, just when Major G. H. Scott, her commander, was sending out urgent appeals for assistance, the wind suddenly veered round to the northeast, and practically blew the mammoth ship to her destination.

"We were in a desperate condition," said Major Scott immediately upon landing, "and I lost no time in changing my decision to go to Boston as soon as the wind changed." The landing at Roosevelt Field was perfect, and took but five minutes after the first attempt to land was made. She carried a crew of thirty officers and men and one stowaway.

The giant ship will remain at Roosevelt Field until one hour before daylight Tuesday morning. She will then ship her moorings for the non-stop return flight to England, which her commander expects will take seventy hours. On her return the R-34 will circle over this city before laying her course across the Atlantic.

The dirigible suddenly appeared at 8 o'clock yesterday morning. Flying swiftly she crossed the island at Port Jefferson, and laid a course for Roosevelt Field, where she arrived exactly at 8:45 o'clock. Moving gracefully at an altitude of 2,000 feet, she circled Mitchell, Hazelhurst and Roosevelt fields, while her navigators took in the general contour of the ground on which they were to land.

Drops in Parachute To Supervise Landing

In the mean time, wireless telephone communication was established with the station on the landing field, and Major G. H. Scott, commander of the airship, was informed that Major Hugh Fuller, officer in charge of landing arrangements, had gone to Boston, as a result of the S O S messages sent out by the airship during the night.

At 9:11 o'clock the airship had shut off her engines while still 2,000 feet above the landing field. Suddenly the body of a man was seen to emerge from the forward car, and a moment later a parachute opened gracefully beneath the airship.

Fastened at the waist to the parachute was Major John Edward M. Pritchard, executive officer of the